

# Shipping

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## COAST ARTILLERYMEN DESERT SHERMAN FOR LINER VENTURA

As the big liner Ventura pulled away from Oceanic dock at eleven o'clock this morning bound for San Francisco, four members of the corps of coast artillerymen, troop passengers in the United States army transport Sherman were seen to wave a fervent farewell to comrades assembled on the wharf and at the same time vouch for the information that they had decided to "beat it" for greener fields and pastures new.

The Ventura sailing this morning was an occasion of much merriment. The sailing of several theatrical performers added a bit of spice to the spectacle witnessed by presumably a thousand people.

The usual musical serenade from the Territorial band was a feature of the departure of the liner, which carried one hundred and fifty cabin and twenty two steerage passengers.

Portuguese and Spanish immigrants who but recently arrived in the islands made up the quota in the steerage.

The Ventura sailed with her holds filled with a large and miscellaneous cargo including shipments of sugar, pineapples, some bananas, and a quantities of sundries consisting of bales of hides, cases of honey and island fruits.

Captain Cowell, master of the vessel was the center of a little group of acquaintances who before permitting the popular skipper to take his position on the bridge, decorated him with an abundance of leis.

A big mail destined for the mainland left in the Ventura. Owing to a large offering of freight at a late hour the vessel was delayed in getting away at ten o'clock, the usual hour of sailing. Shortly after eleven o'clock the Ventura was in the stream and headed for the open sea.

### Still Planning the Big Steamships.

Although no definite announcement of the subject has yet been made, and in the tragic circumstances nothing official will be known for some time to come, I am given to understand on reliable authority, says the London correspondent of the Liverpool Post that the keel of another boat of the Olympic class will before long be laid down for the White Star Line. Changes in plans are also likely, and in this connection it is said that the Gigantic, of 54,000 tons, work on which has already begun at Queen's Island, will have the double cellular bottoms and sides of the latest Cunard liners.

The Molland-American Line has just ordered a boat of 32,000 tons for the New York route, and the Norddeutscher-Lloyd has also placed a contract at Danzig for a 30,000 ton vessel, which will be some 7000 tons bigger than the largest steamer at present flying the German flag. Then, of course, there is the 50,000 ton Aquitania, building on the Clyde for the Cunard Company; while after the imperator, of almost similar dimensions, has been launched on the Elbe for the Hamburg-American Line, she will soon be followed by two sister ships.

There is, indeed, no evidence that the tragedy of the Titanic has in any way affected the belief of steamship managers in the big liner policy, though, of course, several of the vessels mentioned were in an advanced stage of construction before the disaster occurred.

Canton Exterminates Pirate Pest. The extermination of pirate pest, which for years has proved a terror to smaller shipping on the Canton river, is in a fair way of complete extermination according to predictions freely made at Hongkong, during the stay of the Pacific Mail liner Persia at the China port.

Since the trouble with pirates began on the West River some four or five months ago, Dosing and Takling have not been visited by any of the river steamers, the reason being the prevalence of a nest of pirates at both these places. Recently the merchants of Takling sent a round robin petition to the Government asking for drastic measures to be taken against the pirates of Takling, and at the same time they provided information which lead to the arrest of the pirates, should measures be taken. On May 1, acting upon this information, three hostilities of soldiers were quietly landed at Shuhling. They proceeded ashore lastly and marched out into the country ostensibly for drill purposes.

In a very short while, however, they were routed to the city gates, which they immediately closed, placing sentries upon guard at each. They then made a raid into the city, and in two houses captured a gang of forty men, whom they took to Shuhling. Here the men were tried, on the information afforded by the merchants, and twelve of them were taken back to Takling and summarily shot.

A lady missionary who traveled by one of the river steamers recently, said that some of the men who had been captured were well known to the missionaries as respectable people. The missionaries had no idea that

they were pirates or connected in any way with the disturbances on the river, until news arrived that they had been shot.

**Manila Now a Rising Port of Call.** With the regular arrival of Pacific Mail and Toyo Kisen Kaisha liners at Manila, the Philippine port is continually making plans for the reception of increased tonnage. One feature of recent shipping changes in Hongkong is the increasing number of vessels for both Europe and the Pacific Coast which call at Manila. Most of the mail steamers for Europe now call there on their way to Europe, and the steamers of the Toyo Kisen Kaisha for the Pacific Coast and other lines, such as the Bank Line, now make Manila regularly. There is increasing transshipment of cargoes from Europe and the United States at Manila for Japan and North China, which also is significant, and the island authorities are giving attention to matter of facilities for this transshipment business.

The overshadowing fact in the entire situation is the approaching opening of the Panama Canal. All steamship lines trading to or in the Pacific Ocean are improving their service, are building more and faster steamers, and are arranging their agencies and supply depots with the canal in mind.

### Japanese Arrange Information Bureaus.

Before the Pacific Mail liner Persia sailed from Japanese ports for Honolulu plans for general activity by the Japan International Tourists' Encouragement Society, outlined before the authorities of Yokohama, were made public. The Society proposes to superintend all work from a head office in Tokyo, and maintain branch offices at Seoul, Dalm and Dalhoku, Formosa.

Forty-four bureaus of information in various cities are to be organized, at which foreign languages will be spoken and at which tourists may seek any general information. These offices will be established at Yokohama, Kobe, Osaka, Kyoto, Nagasaki, Nikko and other cities to which tourists may go, as well as at all principal railway stations in the Empire.

Sub-branches will also be established at the agencies throughout the world by the Toyo Kisen Kaisha, Nippon Yusen Kaisha and the Osaka Shosen Kaisha.

**S. S. Madeleine Rickmers Doomed.** All hope of refloating the German steamer Madeleine Rickmers, which was stranded off Sendzamura, Vlieland, some time ago, was given up, and her hull was offered for auction sale.

It is now reported that the Yamashiro Marine Works, of Tokyo, considers that there is still hope of saving her by cutting the hull in two. Thereupon her owner has cancelled his offer to sell, and has commissioned the Yamashiro Works to save what they can.

The company has started hauling up the sea-damaged goods in the hold of the steamer before commencing work on the hull.

### Morse Will Recommend Longer Wharf.

James Morse, in charge of construction of wharves under the direction of the Harbor Commission, returned from Maui and Hawaii ports this morning after completing an inspection of the proposed new wharf at Hana, Maui. He was a passenger in the steamer Claudine.

It is understood that Mr. Morse will recommend an extension of at least 100 feet to the present Hana wharf, the contention being that the present length of the structure will barely permit of a coasting steamer coming alongside to discharge freight.

### Mauna Loa Will Be a New Ship.

When a large force of workmen now swarming over the Inter-island steamer Mauna Loa complete their labors, that vessel will practically become a new ship.

The Mauna Loa has been out of commission for some weeks during which time the popular Kona-Kau liner has been stripped of her fittings, machinery and deck-houses. New boilers have already been installed. They are the highest type and insure a far greater steaming capacity than the former equipment carried in the vessel. The engines have been thoroughly overhauled and are now in fine trim for constant service in the coastal trade. The Mauna Loa will be found to have a much larger cabin passenger capacity when again placed in commission. A number of staterooms have been added, while on the hurricane deck a new house with space to accommodate the master and navigation officers has been constructed. More attention will be paid to the care and comfort of steerage passengers, a much larger space for this class of traveling having been provided.

He lugs at scars who has never been struck for a loan.

## WEATHER TODAY

Temperature—6 a. m., 74; 8 a. m., 75; 10 a. m., 78; 12 noon, 80; minimum last night, 72.

Wind—6 a. m., velocity 4, direction East; 8 a. m., velocity 4, direction E.; 10 a. m., velocity 4, direction E.; 12 noon, velocity 7, direction E.

Barometer at 8 a. m., 32. Relative humidity, 8 a. m., 70. Dew-point at 8 a. m., 64. Absolute humidity, 8 a. m., 6.549. Total rainfall during past 24 hours, .05.

## VESSLS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

**cliff, where they sat all night.**

**Wednesday, July 3.**

**SAN FRANCISCO—Sailed, July 3, 1 p. m., S. S. Wehmelina, for Honolulu.**

**SAN FRANCISCO, Sailed July 2.**

**Barkentine S. N. Castle for Honolulu.**

**Hilo—Sailed, June 29, Barkentine M. Winkelman, for Eureka.**

**AEROGRAM.**

**S. S. Modgolia will arrive tomorrow (Thursday) at 7 a. m., from San Francisco and will sail for Yokohama at 5 p. m.**

**U. S. A. T. Sherman sails for San Francisco at 2:30 p. m. today.**

**Shipping at Island Ports.**

Purser Kibling of the steamer Claudine reports the Matson Navigation steamer Enterprise loading sugar and discharging cargo at Hilo. The American schooner S. T. Alexander was at this port where a shipment of lumber was being discharged. At the time the Claudine visited Kahului, the schooner A. F. Coates was being discharged of lumber brought from Puget Sound ports. The Interisland steamer took a line from the American ship W. F. Frye at Kahului, on last Saturday and towed that vessel to sea. The Frye is bound for the East coast of the United States with a full cargo of sugar.

**Three Steamers from Interisland Ports.**

Three steamers from coastwise ports arrived this morning, each bringing fair sized cargoes including sugar and usual products. The Claudine from Hilo by the way of Hawaii and Maui ports reached Honolulu at an early hour with a large list of cabin and deck passengers. The Claudine brought 10 cords wood, 500 hard wood, 214 empty kegs and drums, 83 bales hides, 15 crates hogs, and 235

Purser Kibling reports moderate wind and choppy sea in crossing the Hawaii channel. The steamer Like, from Kaula with no freight, returned to port this morning. The officers reporting an uneventful trip. The Like was the third arrival among the interisland vessels today.

## SHERMAN MUST AWAIT TROOPERS

Awaiting the arrival of a trainload of discharged soldiers, casuals, with their personal effects, from Schofield Barracks, Lelihaue, the United States army transport Sherman will not sail for San Francisco before 2:30 o'clock this afternoon.

The troopship is credited with having made good time in crossing the Pacific. The officers report a fine trip after leaving Nagasaki, Japan, where a large shipment of Japanese coal was taken aboard.

There are over sixteen hundred souls on board the transport, and they include 628 enlisted men of the Sixth Infantry and 421 enlisted men of the Ninth Infantry, 93 casuals, 18 sick, 25 military prisoners, 10 discharged soldiers, 42 men of the United States Marine Corps, and 39 persons of various occupations.

There are 100 first cabin, 94 second cabin and 1246 in the steerage or troop quarters. The transport brought a few bags of mail.

The Sherman is berthed at Alakea wharf. Some twenty tons of effects and general quartermaster cargo from this port will be added to the heavy cargo now on board the Sherman.

## RESCUERS BEAR MISS HENRY IN ON STRETCHER

Shaw, of Rescued Party, Tells Thrilling Story of Experience in Wilds

(Continued from Page 1)

Valley, that he told his story this morning.

### BY GLENN SHAW

It was early Saturday morning when we left the residence of Mr. Cooke to walk up Punahulu ridge. We started at seven o'clock. Mr. Rowland Cross, Miss Larrabee, Miss Mary Stambaugh, Mr. John F. Nelson, Miss Ruth Henry, Mr. Harold Robinson and myself.

After we ate our lunch on the ridge, I started to climb for the highest peak of the front range of the ridge but the others declared they had had enough of climbing and were going to walk around. After stopping at the Castle Rest House, I walked down into the bed of the valley and along to the Kahuwaa Falls where I rejoined the party.

It was nearly 3:30 when Mr. Cross and Miss Larrabee declared their intention to return home. We all started back along the main trail and Mr. Cross and Miss Larrabee went back past the rest house. That was the last we saw of them. They disappeared over the trail in the direction of Punahulu.

We made Miss Henry as comfortable as possible and in the early morning moved here to a safer place.

**Sunday.**—When we called for the others to come down, they replied that they could not make the descent, so we told them to climb back onto the ridge and try to get back to the sea.

Miss Henry had three bad scalp wounds and suffered from bruises, shock and loss of blood, so after holding a conference, it was decided to leave Robinson with her and to go down stream and try to find a way out.

One hundred yards below we came to another high waterfall that was impossible to get around, so we started back and tried to climb out of the canon. After a hard climb, we got to the top of the ridge and started up this end in order to make our way to the upper ridge and back to the old Punahulu trail.

### Finally Get Bearings.

We soon met Nelson and Miss Stambaugh, who had succeeded in climbing out of the valley onto the ridge, and together we climbed all afternoon and finally reached a high point on the main ridge of the Koolau mountains. From here we could see the shore line of Oahu, Pearl Harbor, Barber's Point and Kahuku, and found that we were completely turned around and had been going in the wrong direction all afternoon.

We tried to work back along the ridge until darkness fell. We then found a place of vantage and built a little shelter of branches and fern leaves and spent the night there.

**Monday.**—After a cold, wet night, during which we suffered intensely on account of the dampness and soggy of the ground, we started back to the main ridge about 8 o'clock. Our idea was to work towards the Punahulu trail, but it was so misty and rainy that we could see little ahead, and so we went back to the shelter. On arrival, we proceeded to make the shelter as storm-proof as possible; we had drinking water and knew about where we were and spent the rest of the day in eating what fern roots and berries we could find. It was nearly as cold Monday night as Tuesday night, and we had little rest.

**Tuesday.**—When the clouds and mist had driven away sufficiently for us to see ahead of us, we started for the trail again. By following a succession of winding ridges, we judged that we would reach the trail in a few hours. It was 11 o'clock when we started. We felt no danger for ourselves, but were anxious for Miss Henry, whom we had left lying helpless at the foot of the second waterfall back in the valley.

### Meet Rescuers.

At 2 o'clock in the afternoon we met Mr. Blacow, John Waterhouse and Dr. Scudder. We were delighted to meet them. They gave us food and relieved our fears for Miss Henry somewhat

by telling us that a party of eight had gone down to Kalapapa Valley early in the morning and would undoubtedly find Miss Henry.

We went back with Dr. Scudder for some distance until we got into communication with Robinson, who asked that Dr. Scudder come down into the valley and spend the night with them. With Dr. Scudder went a party of Japanese with ropes and provisions. A number of army engineers accompanied them, and it was decided not to attempt to move Miss Henry until Wednesday.

Miss Henry was still too weak to be moved. I returned back on the trail and reached Mr. Cooke's place about 6 p. m., where Nelson and Miss Stambaugh were already, they having gone ahead with John Waterhouse.

At daybreak Dr. Scudder and his party made preparations to move Miss Henry, who was still very weak. By 11 o'clock she had been moved to the brink of the second waterfall, and two hours later came the news of her sensational descent of the falls on the back of a native.

There were five of us now and we started along the same trail in the opposite direction. After turning down Kalapapa valley and following the stream for about one-half a mile, the trail came to a sudden end at a little weir and from here on there was no trail to be seen. The stream bed was full of rocks however and it was easy going.

### Reached Waterfall.

Presently we came to the first waterfall, the first of our evening's experience. There was a straight drop of sixty feet and apparently no way of getting around but finally by queering closely to the wall, and clinging to every small projection on which we could get a kind of a hold, we edged our way around and let ourselves down to the stream.

It was not long before we reached a second and a third fall close together. One was higher than the first, the other was smaller. We let ourselves down here by lele vines. After a short walk down the stream bed, we came to a fourth fall which was higher than all the others and was followed below by a deep pool.

The canon walls were so steep here that great difficulty was met with in edging around, and we finally gave up the attempt and let ourselves down the ridge by means of trees. There was nothing but a steep slope before us, so we went back.

Robinson and I left Nelson with the ladies and started around the sides to find a way to get down and finally after much reaching out and putting in around, we found a place where it would be safe to make the attempt and called to the others.

Robinson went back to get them while I went on. The place where we were to go down was a steep mud bank covered with ferns and plants and with absolutely no support. It was a slippery mass, treacherous and unsafe but by grabbing handfuls of vegetation and digging our heels into the slippery mud, we got along and reached our way to a tree ahead and so reached bottom.

Bottom was a spot where a rock wall fell straight to the water's edge twenty feet below. Darkness had fallen now and I could not see in front of me but from the sound of the small rocks falling about me, I knew my position and knew that I was fairly safe.

In the darkness, I had gotten ahead of the others and lost sight of them, but I went on ahead and by crawling along the edge of this fall, I went upstream and landed safely on a steep mud-slope like the one above.

I called out to the others and they answered that they were just beginning the descent so I called out to look out for the fall and went on up the stream bottom to find a place to spend the night.

Suddenly I heard a sound as of a landslide followed by cries that Miss Henry had fallen. I ran back and plunged into the pool where I heard the rocks falling, but it was only waist deep and no body could be found. Then I stood over a fall fifteen feet deep and listened for a moment. No results.

I searched the bottom of a pool of water that was over my head, adjacent to the other pool and satisfied myself that she was not anywhere in the water. I climbed back over the cataract and found her on the rocks beside a cliff at the water's edge.

### Miss Henry Unconscious.

Miss Henry was unconscious. Rocks were falling about us and I tried to carry her upstream but could not. She had come to by this time and as I could not lift her over the cliff, I was forced to stand over her and take the rocks on my back. Luckily, most of them jumped over us into the pool and I called out to the others to advance as soon as possible

but to be careful on account of the rocks.

I called to Robinson to get down as soon as possible but he replied that there was a straight drop of ten feet and he could see no way to make it. In order to get him down, I yelled for him to let go and come—and he had the nerve to do it. Jumping and sliding, we got safely to the bottom and together we lifted Miss Henry and carried her up the stream bed until we reached a safe place to spend the night.

Here we wrapped her in our coats and shirts and called to Nelson and Miss Stambaugh to stay where they were. They climbed out on a tree trunk projecting from the edge of the rocks.

### PASSENGERS BOOKED

Per stmr. Kinau, for Kaula ports, July 2.—Mr. and Mrs. Francis Gay, Miss Whittington, Miss C. Hastie, Miss H. Bryant, Miss F. Bryant, M. Larsen, M. Achle, Albertina Miller, Mary Charman, Madeline Smith, A. Luke, Andrew Richmond, Albert Young, J. D. Leal, Mrs. J. W. Leal, Walter Leal, Madal Leal, Myra Leal, Ralph Leal, K. M. Akana, Mrs. W. H. Wishard and daughter, Miss K. Young, Mrs. G. Spalding, Miss L. Delner, Miss C. Low, Miss May Christian, Helen Schimmler, Miss Bella Gay, Miss Tui Tashima, Miss Kahuwaa Waialea, Miss L. F. Zaller, A. Rasch, A. W. Wong, B. H. Choy, Mrs. Weickner, Miss E. G. Y. Sakuma, Mrs. Kago, Y. Kondo, Miss J. A. Miller, Elizabeth Werner, Fuyo Sakuma, Miss Sakuma, Julia C. Cortis, Ernest Gay, Lizzie Janua, Miss Hattie Mana, Mary Mahoe, Rev. K. Shiraizaki, wife, son and infant.

Per stmr. Mikahala, for Maui and Molokai ports, July 2.—M. Meyer, A. Meyer, Mrs. J. P. Cooke, Dora Cooke, Edith Cooke, Dalia Zablun, E. Joy, Mary Caldwell, Mrs. Brewster, Miss Baker, Miss E. Keola, Miss M. Keola, M. Fliser, W. Sehuman, M. R. Freitas, A. Sousa, P. La Mere, J. Yamashiro, M. Ornelas, Billy Williams, D. M. McGorriston, Aileen McGorriston, Carrie Dunn, May Dunn.

Per stmr. W. G. Hall, for Kaula ports, July 5.—Mrs. W. H. Wishard and daughter, Mrs. Andrew Cox, Mrs. W. L. Bower, Mrs. L. Aholo, Miss L. Hockman, Mrs. D. K. Hopnell, Miss Jennie Hopnell, Rev. A. W. Baker, S. Wilcox and wife, Rev. Dr. Scudder, Rev. T. Hort, Rev. W. B. Oleson.

Per stmr. Claudine, for Hilo, via way ports, July 5.—Mrs. Alfred Parsons and infant, Mrs. Varney, Miss Van Schalk, Brother Frank, Brother Morris, Brother Charles, Brother Louis, Mr. and Mrs. I. M. Cox, Mrs. H. Gooding Field, Miss Swany, Mrs. Swany, Miss Simpson, Miss Brooks, Edith Naone, Mabel Naone, Mrs. F. M. Swany, Miss Swany.

### PASSENGERS ARRIVED

Per U. S. A. T. from Manila by the way of Nagasaki, Japan: Col. H. P. Kingsbury and daughter, Col. Charles J. Crane and wife, Col. Lea Feibiger, wife, daughter, son and three grand children; Capt. William Simons, Capt. S. J. E. Schindel, Capt. W. Ryther, Capt. Harry E. Rethers, Capt. Ira C. Welborn, Capt. Benjamin P. Nicklen, Capt. William Naylor, Capt. H. C. Bonnycastle, Capt. Clifton G. Kinney and wife, Capt. B. J. Morris, wife and son; Capt. Reuben Smith, wife and two children; Capt. John E. Morris, Capt. J. M. Kimbro, Jr., wife and son; Capt. Henry Rodgers, Capt. L. P. Hanson and wife, Capt. E. H. Agnew and wife, Capt. C. M. Gordon, Jr., wife and two children; Capt. K. T. Smith, 1st Lt. L. H. Cook, wife and daughter; 1st Lt. Richard Wetherell, 1st Lt. W. T. Conway, 1st Lt. R. L. Meador, 1st Lt. R. E. Waring and wife, 1st Lt. John R. McGinness, 1st Lt. C. G. Sturtevant, wife, child and sister-in-law; 1st Lt. W. O. Gosnell, wife and child; 1st Lt. E. T. Butt, wife and three children; 1st Lt. A. Youngloft, 1st Lt. H. W. Fee, 1st Lt. Walter V. Gallagher, wife and infant; 1st Lt. K. S. Gregory, wife and three children; 1st Lt. A. H. Doig, 1st Lt. Wm. F. L. Simpson, 1st Lt. D. C. T. Grubbs, 1st Lt. Charles A. Lewis and wife, 2nd Lt. John W. Simons, 2nd Lt. E. J. Chaney and wife, 2nd Lt. Simon R. Buckner, Jr., 2nd Lt. Robert J. Willis, Jr., 2nd Lt. J. W. Peyton, 2nd Lt. J. S. Clement, 2nd Lt. Thomas S. Eowen, 2nd Lt. W. H. Simpson, 2nd Lt. H. D. Chamberlain, 2nd Lt. J. E. Gadhery, 2nd Lt. Thomas H. Bridges, 2nd Lt. T. P. Hardin, 2nd Lt. L. M. Logan, 2nd Lt. A. S. Peake, 2nd Lt. E. V. Heldt, C. St. G. La Fittie, Mrs. W. S. Wells, Mrs. A. J. Menocal, Miss S. L. Millikin, Mrs. J. W. Brown, J. W. Baumgardner and wife, Maj. T. D. Kelleher and daughter, Capt. H. G. Davids and wife, Capt. O. C. Anderson and wife, 1st Lt. R. H. Hearn and wife, 2nd Lt. J. T. Harris and wife, 2nd Lt. Thomas J. Johnson, Miss Pearl Mitchell.

Per stmr. W. G. Hall, from Kaula ports, July 3.—Mrs. S. E. Woolley, Geo. Herman, J. Bergstrom, G. H. Bergstrom, A. H. Jones, H. Bush, C. Bush, G. F. Greig, Miss M. Kuhlmann, Miss Ida Alsmuth, Miss Paschirub, Mrs. P. Rice, Mrs. Hodge, O. Blackwood, M. Osaka, D. B. Murdoch, 13 deck.

Per stmr. Claudine, from Hilo via way ports, July 3.—Mrs. L. S. Meckick, Mrs. A. Fellos, J. Morse, Miss K. Alua, Mrs. A. Paikuli, Miss M. Tinker, Mrs. W. F. Greig, Miss Case, Miss Plank, Mrs. S. C. Train, Miss F. G. Yap, Miss M. Amana, Mrs. Plum, A. E. Kahale, Rev. F. Mitchell, J. Torres, J. A. Medeiros, J. J. Drummond, W. Hain, H. B. Penhallow, Miss S. Burns, Miss M. Shum, Rev. N. G. Santos, Mrs. Santos, J. Carvalho, W. G. Scott, A. Martinson, Miss L. Richardson, Mrs. M. S. Simpson, Miss Beggs, D. H. Case, Mrs. Case, Father Rodriguez, Wm. Seales, E. Dowsett, A. V. Peters, May Alana, Rev. C. How, Mrs. C. Freitas, Ernest Freitas, D. Hokena, Mrs. Plunkett, Miss A. Correa, Rev. F. Sato, H. Matsui, Mary Andrade, Ho Sam, P. S. Tai, T. Hido, 41 deck.

A reward is offered for the return of a gray kitten with white feet. Finder please notify phone 1974.

## ODDS AND ENDS AT THE PORT

Destined for Kaula ports, the steamer W. G. Hall is expected to get away at the usual time on Thursday evening.

A later mail for the mainland was dispatched this morning with the departure of the Oceanic steamship Ventura.

With sugar stowed under hatches, the bark R. P. Rittner is ready for sea and is expected to get away for San Francisco today.

The steamship Kalabia, with six thousand tons Japan coal is reported to have sailed from Moji, on June 24th, with fuel consigned to the Inter Island.

Taking general cargo and later mails but no passengers, the Interisland steamer Walalea will depart for Honokaa, Kuluhaele and Paauhau this evening.

Loaded with a full shipment of lumber, the American schooner Melrose is reported to have sailed from Everett, Washington, yesterday with destination Hilo.

The flagship Mauna Kea departing for Hilo via way ports this morning carried a large list of passengers, many destined for the Crescent City, there to witness the races and program of sports, to be pulled off on July 4th.

The Inter Island steamer Claudine will depart at five o'clock Friday evening over her regular run to Maui and Hawaii ports, despite the fact that this vessel is making a round trip to Maui with Fourth of July excursionists.

Beginning the initial voyage to Sydney via Honolulu and Apia, the Oceanic steamship Sonoma is reported to have sailed from San Francisco at 2:30 yesterday afternoon. The Sonoma is due to arrive here on next Monday morning.

It will be a large and merry crowd of excursionists who will leave for Kahului this evening in the Inter Island steamer Claudine. This vessel is to return early Friday morning. The Maui races and program of sports is the magnet that has served to induce many to visit the Valley Island.

### ARRIVED

**Tuesday, July 2.**

San Francisco, Seattle and Tacoma—Hyades, M. N. S. S. p. m.

Manila, via Nagasaki—Sherman, U. S. A. T. p. m.

**Wednesday, July 3.**

Hilo via Maui ports—Claudine, stmr., a. m.

Kaula ports—W. G. Hall, stmr., a. m.

### DEPARTED

**Tuesday, July 2.**

Eureka—Indian Monarch, Br. stmr., p. m.

Puget Sound ports—Mary E. Foster, Am. sch., p. m.

Kaula ports—Kinau, stmr., 5 p. m.

Maui, Molokai and Lani ports—Mikahala, stmr., 5 p. m.

Hawaii ports—Walalea, stmr., p. m.

Hawaii ports—Helene, stmr., p. m.

**Wednesday, July 3.**

San Francisco—Ventura, O. S. S., 11 a. m.

Hilo, via way ports—Mauna Kea, stmr., 10 a. m.

### PASSENGERS DEPARTED

Per P. M. S. S. Persia, for San Francisco, July 2.—Miss Emma Griswold, Miss Bella Rodgers, Mrs. Chas. K. Hammet, W. R. Hughes, wife and daughter; Mr. and Mrs. P. Stanhope and Mrs. B. Lablanc, Mr. and Mrs. A. Leonard, Mr. and Mrs. C. C. Lyndon, Madam F. Lloyd, Miss P. Kehr, Miss C. Phillips, Miss F. Hodge-Pearce, Mrs. D. King, Mr. and Mrs. H. Frankel.

## FAMED HIGH

(Continued from Page 1)

was carried on by the floating of subsidiary companies, holding companies and other financial ventures.

Still Under Indictment.

Hodges is still under indictment by the grand jury, and there is a possibility that DeLam's death will prevent Hodges' conviction even if he should be run to earth an caught.

Postoffice inspector Hare an U. S. Marshal Hendry say that they have not been advised of by U. S. officials that Hodges is here, but it is known that the men who took up the trail that led out of Seattle last January are the ones pointing to Hawaii as the spot chosen by Hodges to hide himself from the hue and cry until the get-rich-quick scheme and its disastrous outcome has blown over.

### PASSENGERS BOOKED

Per stmr. Claudine to Kahului, July 3.—Mrs. H. Gooding Field, Miss F. Delner, R. B. McGrew, E. B. McGrew, E. Melaphy, Frank Amory, Eddie McGorriston, A. J. Paresa, F. D. Richards, Miss Richards, F. C. Borden, Geo. Makelena, Lee Hoy, R. C. Wood, Sam Alina, Wong, Inc. K. C. Wong, Bunny Ding, Ahong, Tan Lo, G. Wong, T. Yau, Miss Catherine Clark, Kamai Kahale, William Lelele, W. Patey, P. H. Dodge, Antone Oliveira, C. C. James, W. H. Crawford, wife and two children, Miss Emily Crawford, Mr. and Mrs. Keam, Miss C. Lee, Mrs. I. Wright, Mrs. Wright, L. P. Rego, Miss Sarah Fern, Miss M. Fern.

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- "Lost Teachers Found"
- "Woodrow Wilson's Nomination"
- "Lowrey Fighting Sugar Cut"
- "Vaniman's Tragic Balloon Death"
- "Maui Yacht Race Off"
- "Fear Yacht Nattose Lost"
- "Signed Criticism of Notable Musical Recital"

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